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US DEPARTMENT OF COMMERCE PATENT AND TRADEMARK OFFICE ATTORNEYS DOCKET NUMBER 951/49129

FORM PTO 1300 -- (REV 5-93) TRANSMITTAL LETTER TO THE UNITED STATES

DESIGNATED/ELECTED OFFICE (DO/		U.S. APPLICATION NO (1f known, see 37 CFR 1 5)							
FILING UNDER 35 U.S	S.C. 371	09/700172							
INTERNATIONAL APPLICATION NO. PCT/EP00/01599	INTERNATIONAL FILING DATE 25 February, 2000 (25.02.00)	PRIORITY DATE CLAIMED 12 March 1999 (12.03.99)							
TITLE OF INVENTION FUEL SYSTEM FOR A MOTOR VEHICLES									
APPLICANT(S) FOR DO/EO/US									
Applicant herewith submits to the United States Designated/Elec	ted Office (DO/EO/US) the following ite	ms and other information:							
This is a FIRST submission of items concerning a filing under 35 U.S.C. 371.									
2. This is a SECOND or SUBSEQUENT submission of	2. This is a SECOND or SUBSEQUENT submission of items concerning a filing under 35 U.S.C. 371								
3. This express request to begin national examination pro- examination until the expiration of the applicable time									
4. A proper Demand for International Preliminary Examin	nation was made by the 19th month from	the earliest claimed priority date.							
5. X A copy of the International Application as filed (35 U.S.	S.C. 371(c)(2)).								
a. X is transmitted herewith (required only if not	t transmitted by the International Bureau	n).							
b. has been transmitted by the International B	ureau								
c. is not required, as the application was filed	in the United States Receiving Office (R	O/US)							
6 X A translation of the International Application into Engl	lish (35 U.S.C 371(c)(2)).								
7. Amendments to the claims of the International Applica	atton under PCT Article 19 (35 U.S C. 37	71(c)(3))							
a. are transmitted herewith (required only if n	ot transmitted by the International Burea	au)							
b. have been transmitted by the International	Bur eau .								
c. have not been made; however, the time lim	it for making such amendments has NO	Γ expired.							
d have not been made and will not be made.									
8 A translation of the amendments to the claims under P	CT Article 19 (35 U.S.C. 371(c)(3)).								
9. X An oath or declaration of the inventor(s) (35 U.S.C. 37)	71(c)(4)). (unexecuted)								
10. A translation of the annexes to the International Prelin (35 U.S.C. 371(c)(5)).	ninary Examination Report under PCT A	article 36							
Item 11. to 16. below concern other document(s) or informa	tion included:								
11. X An Information Disclosure Statement under 37 CFR 1	97 and 1.98.								
12. An assignment document for recording. A separate co	ver sheet in compliance with 37 CFR 3 2	28 and 3 31 is included.							
13. X A FIRST preliminary amendment.									
A SECOND or SUBSEQUENT preliminary amendme	nt.								
14. A substitute specification.									
15. A change of power of attorney and/or address letter.									
16. X Other items or information: a. 2 sheets of drawings showing Figs. 1-2									



526 Rec'd PCT/PT0 13 NOV 2000

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17. [X] The following	fees are submitted:		****	CALCULATIONS	PTO USE	
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Basic National Fee ((37 CFR 1.492(a)(1)-(5)):				, 51.2,	
	een prepared by the EPO					
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Total Claims	21-20 =	1	X \$18.00	\$18.00		
Independent Claims	3-3=	0	X \$80.00	\$		
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1200 G Street, N.W., Su				Donald D. Evenson		
Washington, D.C. 20005 Tel. No. (202) 628-8800				NAME		
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09/700172 **526** Rec'd PCT/PTO **13** NOV 2000

Attorney Docket:

951/49129

PATENT

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant:

HUGO KROISS ET AL.

Serial No.:

NOT YET ASSIGNED PCT No.: PCT/EP00/01599

Filed:

NOVEMBER 13, 2000

Title:

FUEL SYSTEM FOR A MOTOR VEHICLE

REQUEST FOR APPROVAL OF DRAWING CORRECTIONS

Commissioner for Patents Washington, D.C. 20231

October 20, 2000

Sir:

Applicant hereby respectfully requests permission to change the drawing figure as indicated in red shown on the attached These drawing changes do not add new matter to the sheet. application.

Respectfully submitted,

Donald D. Evenson

Registration No. 26,160

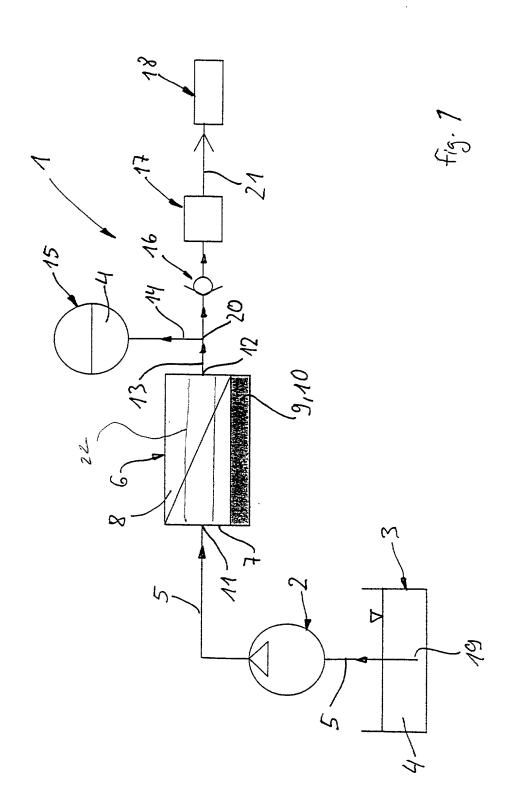
EVENSON, McKEOWN, EDWARDS & LENAHAN, P.L.L.C.

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WGA: DDE: kms



09/700172 526 Rec'd PCT/PTO 13 NOV 2000

Attorney Docket: 951/49129

PATENT

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant: HUGO KROISS ET AL.

Serial No.: NOT YET ASSIGNED PCT No.: PCT/EP00/01599

Filed: NOVEMBER 13, 2000

Title: FUEL SYSTEM FOR A MOTOR VEHICLE

PRELIMINARY AMENDMENT

Box PCT

Commissioner for Patents Washington, D.C. 20231

Sir:

Prior to examination of the accompanying PCT National Stage application, kindly amend the English translation of the application as follows:

IN THE SPECIFICATION:

Please amend the specification as follows:

Page 1, after the title, insert -- BACKGROUND AND SUMMARY

OF THE INVENTION--;

line 1, change "according to the introductory clause of Claim 1" to --with a fuel container from which a fuel pump transports fuel via fuel pipelines from a system input location in the fuel container via a fuel filter towards a motor.--

lines 19 and 20, delete in its entirety and insert the following paragraph: -- This aim is fulfilled by a deposition

tank formed into a housing of the fuel filter under a filter material provided in the housing into which dirt filtered out of the fuel is deposited and a pressure accumulator is installed in the fuel system which after the motor is switched off, the fuel stored in the pressure accumulator rinses the fuel filter.--

Page 3, line 5, after "Therefore" insert a comma; line 13, after "unit" insert a comma.

lines 16 and 17, delete ", whereby" and insert a period after "drawing".

before line 22, insert --DETAILED DESCRIPTION OF
DRAWINGS--;

Page 4, line 6, after "walls" insert --22--;
line 8, after "shown" insert --in Fig. 1,--;
line 13, after "to" insert --as--; after "side"
delete "in the following text";
line 20, after "example" insert a comma.

Page 5, lines 7-8, after "side" delete --of the fuel pump 2--;

IN THE DRAWINGS:

A Request for Approval of Drawing Corrections is submitted herewith.

IN THE ABSTRACT:

Please substitute the new Abstract of the Disclosure submitted herewith on a separate page for the original Abstract presently in the application.

IN THE CLAIMS:

Please cancel all of the claims presently in the application and substitute therefor the following new claims 8-22 as follows:

--8. Fuel system for a motor vehicle with a fuel container from which a fuel pump transports fuel via fuel pipelines from a system input location in the fuel container via a fuel filter towards an engine,

wherein a deposition tank is formed into a housing of the fuel filter under a filter material provided in the housing into which dirt filtered out of the fuel is deposited and

wherein a pressure accumulator is installed in the fuel system which accumulates and stores fuel when the engine is running and after the engine is switched off, the fuel stored in the pressure accumulator rinses the fuel filter.

9. Fuel system according to claim 8, wherein a portion of the fuel can be transported via the fuel pump into the pressure accumulator when the engine is running and after the engine has been switched off the fuel stored in the pressure accumulator can flow through the fuel filter removing the dirt deposited in the filter material.

- 10. Fuel system according to claim 8, wherein a non-return valve is provided in the fuel pipeline leading to the engine after a branch point at which the fuel pipeline leading to the pressure accumulator is located.
- 11. Fuel system according to claim 8, wherein a pressure regulator is provided at a non-return valve towards the direction of engine.
- 12. Fuel system according to claim 10, wherein a pressure regulator is provided at the non-return valve towards the engine.
- 13. Fuel system according to claim 11, wherein the fuel filter is connected to the fuel pump on a pressure side.
- 14. Fuel system according to claim 11, wherein the fuel filter is connected to the fuel pump on a suction side.
- 15. Fuel system according to claim 8, wherein the fuel filter is connected to the fuel pump on a pressure side.
- 16. Fuel system according to claim 8, wherein the fuel filter is connected to the fuel pump on a suction side.
- 17. Fuel system according to claim 13, wherein a delay valve is installed upstream of the pressure accumulator, so that after starting of the engine the pressure accumulator is filled with the fuel subject to a time delay.
- 18. Fuel system according to claim 8, wherein a delay valve is installed upstream of the pressure accumulator, so that after starting of the motor the pressure accumulator is filled with the fuel subject to a time delay.

- 19. Fuel system according to claim 17, wherein in the housing guide vanes are provided which prevent the fuel flowing through the filter material from touching or disturbing the dirt collected in the deposition tank.
- 20. Fuel system according to claim 10, wherein in the housing guide vanes are provided which prevent the fuel flowing through the filter material from touching or disturbing the dirt collected in the deposition tank.
- 21. Fuel system according to claim 8, wherein in the housing guide vanes are provided which prevent the fuel flowing through the filter material from touching or disturbing the dirt collected in the deposition tank.
- 22. Method of rinsing a fuel filter providing, a fuel system with a fuel pump, a fuel filter with filter material and a deposition tank, a pressure accumulator, a non-return valve and connecting fuel lines wherein the pressure accumulator is toward the engine from the fuel filter and the non-return valve is toward the engine from the pressure accumulator,

accumulating fuel in the pressure accumulator during engine running,

rinsing dirt from the filter material by sending the fuel accumulated in the pressure accumulator through the fuel lines via the fuel filter when the engine is turned off thereby the fuel washes the dirt on the filter material in the deposition tank.

- 23. Method according to claim 22, wherein the fuel pump is toward the pressure accumulator from the fuel filter.
- 24. Method according to claim 22, wherein the fuel filter is toward the pressure accumulator from the fuel pump.
- 25. Method according to claim 22, wherein the fuel after rinsing the filter material is collected in a fuel container.
- 26. Method according to claim 22, wherein the fuel filter, the pressure accumulator, the fuel pump and the non-return valve are a preassembled unit.
- 27. Method according to claim 22, wherein a pressure regulator is toward the engine from the non-return valve.
- 28. Fuel system for a motor vehicle wherein a pump transports fuel via fuel pipelines via a fuel filter towards a motor, wherein a deposition tank is formed into the fuel filter into which dirt filtered out of the fuel is deposited and a pressure accumulator is installed in the fuel system which after the engine is switched off, the fuel stored in the pressure accumulator rinses the fuel filter.—

REMARKS

The foregoing amendments are respectfully submitted to insert recommended section headings, to present claims in better form for examination by the U.S. Patent and Trademark Office, and to add the required Abstract of the Disclosure.

Favorable action on the application is earnestly solicited.

If there are any questions regarding this amendment or the application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and please charge any deficiency in fees or credit any overpayments to Deposit Account No. 05-1323 (Docket #951/49129).

Respectfully submitted,

Donald D. Evenson

Registration No. 26,160

EVENSON, McKEOWN, EDWARDS

& LENAHAN, P.L.L.C. 1200 G Street, N.W., Suite 700

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ABSTRACT OF THE DISCLOSURE

To prevent the dirt present in the fuel from depositing on the filter material so that the resistance to the flow through the filter material rises continuously overtime, a fuel system for a vehicle is provided in such a way that the throughflow resistance of the fuel filter remain almost constant. This is achieved as a result of the formation of a deposition tank in a housing of the fuel filter under the filter material located in a housing, in which the dirt from the fuel is deposited and as a result of a pressure accumulator in the fuel system causes the fuel stored in pressure accumulator to rinse the fuel filter after the engine has been switched off.

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09/700172 526 Rec'd PCT/PTO 13 NOV 2000

> Translation of PCT International Application No. PCT/EP00/01599 Attorney Docket No. 951/49129

FUEL SYSTEM FOR A MOTOR VEHICLE

The present invention relates to a fuel system for a motor vehicle according to the introductory clause of Claim 1.

Fuel systems for motor vehicles are already known in which a fuel filter is provided, where the fuel filter can be installed inside and/or outside a fuel container. The fuel flow through these filters is only ever in one direction. Because of this, the dirt contained in the fuel is increasingly deposited over time on the inflow side of the filter. If there is a large amount of dirt in the fuel, a filter cake can form which leads to an increase in throughflow resistance. This means that the demands on the performance of the fuel pump within the fuel system also increase.

This aim of the present invention is to create a fuel system for a motor vehicle in which the throughflow resistance does not increase over the lifetime of the vehicle or increases only relatively slightly.

This aim is fulfilled by the features described in the characterizing section of claim 1.

The fuel system according to the invention exhibits a fuel filter in which a deposition tank is provided. In addition a pressure accumulator is built into the system in such a way that the fuel which is in the pressure accumulator is depressurized after the engine has been switched off and rinses the filter from the fuel outlet side or clean side toward the fuel inlet side or dirt side. By these means the advantage is created that dirt which has collected on the fuel inlet side is released from the

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filter and collects in the deposition tank.

The deposition tank of the present invention is advantageously formed by means of the structure of the housing, for example by the provision of guide vanes, in such a way that fuel does not flow through the deposition tank and therefore the deposited dirt is not disturbed.

The fuel filter according to the invention can advantageously be located on either the pressure side or the suction side within the fuel system, in other words, behind or in front of the fuel pump.

In an advantageous embodiment, with the fuel filter located on the pressure side a pressure accumulator is installed in the direction of the engine after an outlet opening of the filter housing, and with the fuel filter located on the suction side after an outlet opening of the fuel pump, and in both cases is installed in front of a pressure regulator with an upstream non-return valve. The positioning of a non-return valve between a branch point leading to the pressure accumulator and the pressure regulator prevents the fuel pipeline to the motor from emptying.

In an advantageous embodiment a delay valve is provided in the fuel system in order that filling of the pressure accumulator does not influence the buildup of pressure in the fuel system after the engine has been started.

The fuel system which is the subject of the present invention is particularly advantageous in that the fuel filter achieves a longer lifetime. A further advantage is that by means of the structure of the fuel filter as embodied in the invention,

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the filter volume can be decreased in comparison with a known fuel filter while maintaining the same lifetime.

Because the fuel filter is cleaned each time the engine is switched off, the volume throughflow resistance of the fuel filter remains approximately constant. Therefore the fuel pump of the fuel system only needs to exert normal pressure and not increased pressure as is the case with a blocked fuel filter, so that the lifetime of the fuel pump is higher in comparison with fuel systems with traditional fuel filters.

A further advantage is that the fuel filter, the pressure regulator, the fuel pump, the non-return valve, the pressure accumulator and possibly the surge chamber can be implemented in the form of a preassembled unit and therefore the emissions are also less.

Several embodiments of the invention are described as examples in the following text with reference to the drawing, whereby

Figure 1 shows a basic diagram of a fuel system, where the fuel filter is located on the pressure side; and

Figure 2 shows a basic diagram of a fuel system, where the fuel filter is provided on the suction side.

Figure 1 shows a first embodiment of a fuel system 1 where a fuel pump 2 transports fuel 4 from a fuel container 3 for example via a surge chamber which is not shown by means of fuel pipelines 5 to a fuel filter 6. The fuel filter 6 exhibits a housing 7 in which a filter material 8, for example woven filter

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material or filter paper, is located.

Beneath the filter material 8 a deposition tank 9 is formed into housing 7 which is arranged or protected so that fuel 4 flowing through filter material 8 does not influence dirt 10 collecting in deposition tank 9. For example, guide vanes or walls can be provided in housing 7 which prevent swirling up of the dirt 10 in deposition tank 9 due to the fuel flow.

In the embodiment shown, fuel filter 6 exhibits at least one inlet opening 11 on housing 7 for the fuel 4 to be cleaned and at least one outlet opening 12 from which the cleaned fuel 4 flows into pipeline 13. The filter material 8 next to the inlet opening 11 becomes dirty most quickly and for this reason this side of filter material 8 is referred to the dirt side in the following text. A pipeline 14 leading to a pressure accumulator 15 is connected to pipeline 13 at a branch point 20. The cleaned fuel 4 flows via a non-return valve 16 and a pressure regulator 17 connected to it through pipeline 21 to engine 18.

When the engine 18 is running, the fuel pump 2 transports a predetermined volume of fuel 4 into pressure accumulator 15, which can, for example be in the form of a membrane pressure accumulator. After the engine 18 is switched off, the pressure accumulator 15 is depressurized so that the fuel 4 which is located in pressure accumulator 15 flows back via pipeline 13 and through outlet opening 12 into fuel filter 6 and there rinses the filter material 8 so that the dirt 10 which has particularly collected on the dirt side of filter material 8 is released and arrives in deposition tank 9 via appropriate means. The fuel 4 which rinses the filter material then flows back through inlet opening 11, pipelines 5, through fuel pump 2 to the inlet point

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19 in fuel container 3. Because of the location of non-return valve 16 between branch point 20 to pressure accumulator 15 and pressure regulator 17, pipeline 21 to engine 18 is not emptied during rinsing of fuel filter 6.

The second embodiment of fuel system 2 shown in Figure 2 differs from the first embodiment of the fuel system 1 shown in Figure 1 in that fuel filter 6 is positioned on the suction side of the fuel pump 2. A further difference between the two figures is in the flow direction of fuel 4 which is shown. While in Figure 1 fuel system 1 is shown with engine 18 running, as indicated by the flow direction of fuel 4 shown by arrows, Figure 2 shows fuel system 1 after engine 18 has been switched off, where the fuel 4 located in pressure accumulator 15 flows back through fuel pump 2 and fuel filter 6 into fuel container 3, as is also indicated by arrows.

Fuel pump 2 accordingly pumps fuel 4 out of fuel container 3 through fuel filter 6 and transports this fuel 4 via a non-return valve 16 and a pressure regulator 17 to engine 18. In addition, when engine 18 and fuel pump 2 are in operation, a predetermined volume of fuel 4 is transported to pressure accumulator 15.

In both embodiments a delay valve can be provided in branch pipeline 14, so that pressure accumulator 15 is filled with fuel 4 with a time delay after starting of engine 18.

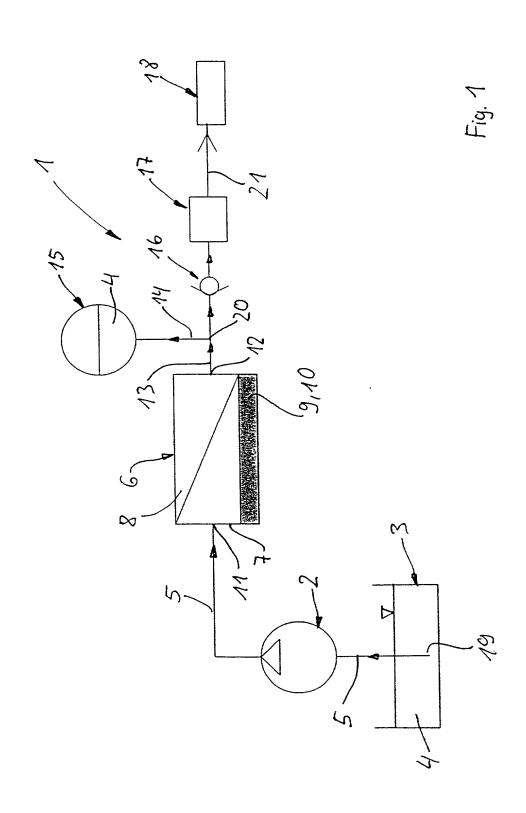
Patent Claims

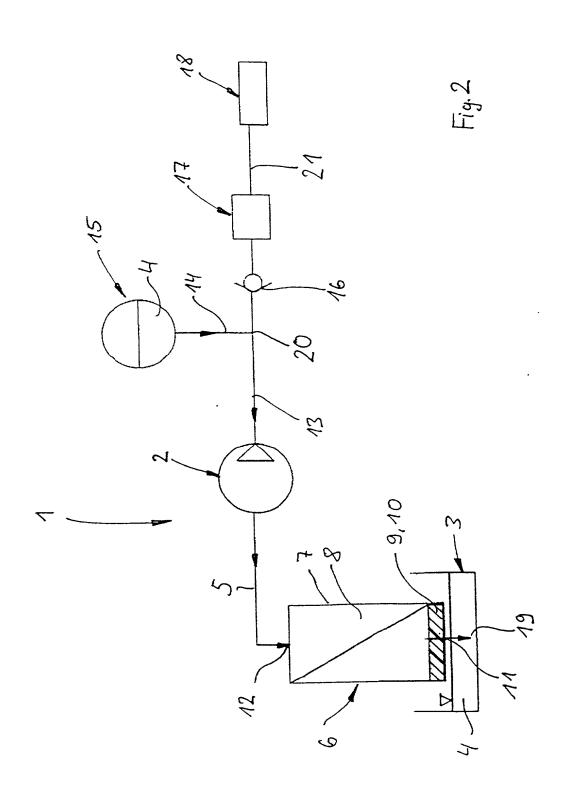
- 1. Fuel system for a motor vehicle with a fuel container from which a fuel pump transports fuel via fuel pipelines from a system input location in the fuel container via a fuel filter towards a motor, wherein a deposition tank (9) is formed into a housing (7) of the fuel filter (6) under a filter material (8) provided in the housing (7) into which dirt (10) filtered out of the fuel (4) is deposited and a pressure accumulator (15) is installed in the fuel system (1) which after the engine (18) is switched off, the fuel (4) stored in the pressure accumulator (15) rinses the fuel filter (6).
- 2. Fuel system according to Claim 1 wherein a portion of the fuel (4) can be transported via the fuel pump (2) into pressure accumulator (15) when motor (18) is running and after motor engine (18) has been switched off the fuel (4) stored in the pressure accumulator (15) can flow through the fuel filter (6) in such a way that dirt (8) deposited in the filter material (10) is removed.
- 3. Fuel system according to claim 1 or 2, wherein a non-return valve (16) is provided in a fuel pipeline (13) leading to engine (18) after a branch point (20) at which a fuel pipeline (14) leading to pressure accumulator (15) is located.
- 4. Fuel system according to one of the aforementioned claims wherein a pressure regulator (17) is provided at a non-return valve (16) in the direction of engine (18).
- 5. Fuel system according to one of the aforementioned claims, wherein the fuel filter (6) is connected to the fuel pump

- (2) on the pressure or the suction side.
- 6. Fuel system according to one of the aforementioned claims, wherein a delay valve is installed upstream of pressure accumulator (15), so that after starting of engine (18) the pressure accumulator (15) is filled with fuel (4) subject to a time delay.
- 7. Fuel system according to one of the aforementioned claims, wherein in housing (7) guide vanes or similar structures are provided which prevent fuel (4) flowing through filter material (8) from touching or disturbing the dirt (10) collected in deposition tank (9).

ABSTRACT

To prevent the dirt present in the fuel from depositing on the filter material so that the resistance to the flow through the filter material rises continuously over time, a fuel system for a vehicle is provided in such a way that the throughflow resistance of the fuel filter remain almost constant. This is achieved as a result of the formation of a deposition tank (9) in a housing (7) of the fuel filter (6) under the filter material (8) located in housing (7), in which the dirt (10) from the fuel (4) is deposited and as a result of a pressure accumulator (15) in the fuel system (1) causes the fuel (4) stored in pressure accumulator (15) to rinse the fuel filter (6) after the engine (18) has been switched off.





COMBINED DECLARATION FOR PATENT APPLICATION AND POWER OF ATTORNEY (includes Reference to PCT International Applications)

ATTORNEY'S DOCKET NUMBER 951/49129

As a below named inventor, I hereby declare that:

My residence, post office address and citizenship are as stated below next to my name.

FUEL SYSTEM I	FOR A MOTOR VEHICLE		
the specification of	f which (check only one item below):		
[]	is attached hereto.		
[]		on	
	and was amended		
[X]	was filed as PCT international appl NumberPCT/EP00/0	1599	
	on <u>25 February 2000</u> and was amended under		
	on		(if applicable).
	on	ontents of the above-identified	(if applicable).
specification, inclusion in the specific specific at the specific	I have reviewed and understand the co	ontents of the above-identified amendment referred to above. material to the examination of the state of the	
I acknowledge the application in according to the application in according to the application of the applica	I have reviewed and understand the couding the claims, as amended by any and duty to disclose information which is ordance with Title 37, Code of Federal eign priority benefits under Title 35, Upatent or inventor's certificate or of any one country other than the United Strong foreign application(s) for patent or cation(s) designating at least one counsame subject matter having a filing d	ontents of the above-identified amendment referred to above. material to the examination of the Regulations. §1.56(a). United State Code, §119 of any five py PCT international applications are sof America listed below an inventor's certificate or any PC intry other than the United States	chis Foreign (s) d have also T of America
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I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true: and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under section 1001 of Title 18 of the United States Code, and that such willful false statements may jeopardize the validity of the application or any patent issuing thereon.

SIGNATURE OF INVENTOR 201	SIGNATURE OF INVENTOR 202	SIGNATURE OF INVENTOR 203 Chicking Yrlul
DATE 2.41.00	Date 06.11.00	DATE 00.M-00

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		ν	Vashingto	n, D.C. 20005			(202)	628-8800
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Combined Declaration For Patent Application and Power of Attorney (Continued)
(includes Reference to PCT international Applications

ATTORNEY'S DOCKET NUMBER 951/49129

I hereby claim the benefit under Title 35, United States Code, §120 of any United States application(s) or PCT international application(s) designating the United States of America that is/are listed below and, insofar as the subject matter of each of the claims of this application is not disclosed in that/those prior application(s) in the manner provided by the first paragraph of Title 35, United States Code, §112, I acknowledge the duty to disclose material information as defined in Title 37, Code of Federal Regulations, §1.56(a) which occurred between the filing date of the prior application(s) and the national of PCT international filing date of this application:

PRIOR U.S. APPLICATIONS OR PCT INTERNATIONAL APPLICATIONS DESIGNATING THE U.S. FOR BENEFIT UNDER 35 U.S.C. 120

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PCT APPLICATION PCT FILING NO DATE			U.S. SERIAL NUMBERS ASSIGNED (IF ANY)			

POWER OF ATTORNEY: As a named inventor, I hereby appoint the following attorney(s) and/or agent(s) to prosecute this application and transact all business in the Patent and Trademark Office connected therewith. (List name and registration number)

Herbert I. Cantor, Reg. No. 24,392; James F. McKeown, Reg. No. 25,406; Donald D. Evenson, Reg. No. 26,160; Joseph D. Evans, Reg. No. 26,269; Gary R. Edwards, Reg. No. 31,824 and Jeffrey D. Sanok, Reg. No. 32,169

ı	Seno	l Correspondence to	o:		Direct Telephone Calls to:		
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İ		FULL NAME	FAMILY NAME	FIRST GIVEN NAME	SECOND GIVEN NAME		
	,	OF INVENTOR	WISSENBACH	Georg			
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ļ	1	POST OFFICE	POST OFFICE ADDRESS	CITY	STATE & ZIP CODE/COUNTRY		
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_	-, K	FULL NAME	FAMILY NAME	FIRST GIVEN NAME	SECOND GIVEN NAME		
1	W	OF INVENTOR_	BODE	Henning			
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		ADDRESS	Lindenstrasse 1	Maisach	D-85581 GERMANY		
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I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true: and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under section 1001 of Title 18 of the United States Code, and that such willful false statements may jeopardize the validity of the application or any patent issuing thereon.

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